

The distribution of Prizes in connection with the Regatta will take place at the Gymnasium.

The distribution of Prizes in connection with the Regatta will take place at the Gymnasium at 8 p.m. to-morrow. Mrs. Digby Barker will give away the prizes.

We beg to draw the attention of our readers to the postponement of the meeting of the Green Island Cement Co., Limited, which was to be held to-morrow. As will be seen by the appended notice on another page, the intended meeting will be held on the 3rd January 1891, the matters to be then discussed being more comprehensive.

The Straits of Belle Isle arrived at Yokohama on the 8th December after a passage

countered a typhoon in the Pacific and had to hove to for 36 hours. The vessel behaved well in the storm.

Scotland and England whether the Directors' Liability Act does not commit bankers to responsibility for the accuracy of the statements contained in a prospectus bearing their names. Some bankers have taken a high legal opinion; with the result that there were many cautions of them have determined to refuse to figure on prospectuses until the 28 minute inquiries have been made. It does not appear, however, that the legal opinions taken have been very emphatic on the points raised.

A MEETING of shareholders in the Eastern Whaling Co., Ltd., was held in Yokohama a few days ago, and an interim dividend of 2 1/2 % of the past year was declared, with every prospect of other instalment of the same amount as soon as the season's catch could be realised upon. The hunt for whales by the Co.'s vessel was a complete

The success was due to a good catch of seals. This is the first year of the Co.'s existence, and it is certainly to be congratulated upon its good fortune. The Co.'s shares of \$100 have been quoted at \$17.

If the Japanese Cabinet should approve a proposal put before it by Viscount Arita as to certain changes in the diplomatic service, a very important step will be taken toward the formation of the Japanese representatives at the Courts of England, France, Germany, Austria, Russia, the United States, etc., into *Shinin-kwan* (officers appointed by the Emperor).

office will be extended from three to five or seven years, and they will thus be enabled to acquire more extensive and varied know-

office will be extended from three to five or seven years, and they will thus be enabled to acquire more extensive and varied knowledge of the countries to which they are accredited, while the heavy expenditures necessitated by frequent changes of Ministers will be avoided. A difficult point will be encountered in finding men suitable for

Viscount Enomoto, Viscount Miura, and Mr Hanabusa have so far been received with approval, and in all probability the

A CORRESPONDENT writes:—The construction of the Siberian railway, which was

A CORRESPONDENT writes:—The construction of the Siberian railway, which was first suggested in 1887, has now been sanctioned. Owing to financial reasons a continuous line of rail is for the present abandoned, but uninterrupted communication with the Pacific is to be established by combination of railway and waterway, in accordance with the plans prepared by the Russian Ministry of Communication. The

A CORRESPONDENT writes:—The construction of the Siberian railway, which was first suggested in 1887, has now probably been completed. Owing to financial reasons a continuous line of rail is for the present abandoned, but uninterrupted communication with the Pacific is to be established by combination of railway and waterway, in accordance with the plans prepared by the Russian Ministry of Communication. The route laid down was to be formed by the Trans-Siberian Railway (1,667 Chinese miles, 1,034 miles) from Tomsk over Mariinsk, Atchinsk, Kozak, Niabne-Udinsk to Irkutsk; the Trans-Baikal Railway (1,600 Chinese, or 600 miles), from the eastern shore of Lake Baikal, along the river Selenge, Uda, and Shilka, crossing the Jablonoi Mountains at Tshita, to the town

A CORRESPONDENT writes:—The construction of the Siberian railway, which was first suggested in 1856, and in 1892 was actually begun. Owing to financial reasons a continuous line of rail is for the present abandoned, but uninterrupted communication with the Pacific is to be established by combination of railway and waterway, in accordance with the plans prepared by the Russian Ministry of Communication. The route laid down will be formed by the Central Siberian Railway (1,687 versts, or 1,034 miles), from Tomsk, over Mairino, Atchinsk, Kozak, Niabno-Udinsk to Lake Baikal; the Trans-Baikal Railway (1,600 versts, or 990 miles), from the eastern shore of Lake Baikal, along the river Selenga, Uda, and Shilka, crossing the Jablonoi Mountains at Tchita, to the town of Stretokan, on the Shilka; and the Ussuri Railway (633 versts, or 393 miles), from Vladivostok to the Ussuri. Included in 91 versts (204 miles) of branch railways, the total length of the Siberian Railway as now agreed upon will be 2,881 versts, or 1,967 miles. The cost of the railway (including rolling-stock) is estimated at 122,000,000 roubles (£18,300,000), which is at the rate

Viscount Eskomoto, Viscount Mura, and Mr. Hanabusa have so far been received with approval, and in all probability the members of the present Cabinet will be deputed to represent their country abroad, so that indirectly the change will create vacancies in the Central Government. —*Wyo Shimbun.*

A CORRESPONDENT writes:—The construction of the Siberian railway, which was first suggested in 1887, has now been sanctioned. Owing to financial reasons a continuous line of rail is for the present abandoned, and the project is limited to communication with the Pacific is to be established by combination of railway and waterway. In accordance with the plans prepared by the Russian Ministry of Communication, the route laid down will be formed by the Central Siberian Railway (1,607 versts, or 1,064 miles), understood over Manchuria, Atchinsk, Kansk, Nishna-Udinsk to K. iutsk; the Trans-Baikal Railway (1,607 versts, or 660 miles), from the eastern shore of Lake Baikal, along the river Selenge, Uda, and Shilka, crossing the Jablonoi Mountains at Tohtai, to the town of Chita, on the Shilka; and the Trans-Ussuri Railway (333 versts, or 253 miles from Vladivostok to the Ussuri. Including 31 versts (20 miles) of branch railways, the total length of the Siberian Railway as now agreed upon will be 2,881 versts, or 1,967 miles. The cost of the railway (including the cost of the land, and the construction of routes (\$218,300,000), which is at the rate of about \$2900 per mile.

THE Canadian Pacific Railway Company offering a special opportunity for those wishing to make a trip round the world on an exceedingly moderate cost. The voyage will be made in the new, armed cruise steamships of the company, subsidised

Viscount Eskmont, Viscount Malm, and Mr. Hanabusa have so far been received with approval, and in all probability two members of the present Cabinet will be deputed to represent their country abroad, so that indirectly the change will create vacancies in the Central Government.

—Nippon Shimbun.

A CORRESPONDENT writes:—The construction of the Siberian railway, which was first suggested in 1887, has now been sanctioned. Owing to financial reasons a continuous line of rail is for the present abandoned, but uninterrupted communication will be established by the combination of railway and waterway, in accordance with the plans prepared by the Russian Ministry of Communication. The route laid down will be formed by the Central Siberian Railway (1,667 versts, or 1,034 miles), from Tomsk over Mariinsk and Kansk to Krasnoyarsk; the Trans-Siberian Railway (3,333 versts, or 2,066 miles), from Krasnoyarsk to Irkutsk; the Trans-Baikal Railway (1,000 versts, or 600 miles), from the eastern shore of Lake Baikal, along the rivers Selenge, Uda, and Shilka, crossing the Jablonoi Mountains at Tchita, to the town of Stretokov, on the Shilka; and the Ussuri Railway (333 versts, or 208 miles) from Vladivostok to the Ussuri. Including 31 versts (20½ miles) of branch railways, the total length of the Siberian Railway as now agreed upon will be 2,881 versts, or 1,967 miles. The cost of the railway (including rolling-stock) is estimated at 122,000,000 roubles (£126,300,000), which is at the rate of about £200 per mile.

THE Canadian Pacific Railway Company offering a special opportunity for those wishing to make a trip round the world on an exceedingly moderate cost. The voyage will be made by the Canadian Pacific steamships of the company, subsidised by the Imperial and Dominion Governments for the mail service between Vancouver and Hong Kong, the first of which started about the middle of January. The vessels are all fitted with electric light, and are modern, rapid, and comfortable, and contribute to the comfort of passengers. They proceed to their station on the Pacific by way of the Suez Canal, thus affording

A CORRESPONDENT writes:—The construction of the Siberian railway, which was first suggested in 1887, has now been sanctioned. Owing to financial reasons a continuous line of rail is for the present abandoned, but uninterrupted communication with the Pacific is to be established by connecting the Trans-Siberian Railway (1,000 miles) with the Trans-Manchurian in accordance with the plans prepared by the Russian Ministry of Communication. The route laid down will be formed by the Central Siberian Railway (1,667 versts, or 1,034 miles), from Tomsk over Mariinsk, Atchinsk, Kansk, Nishna-Udinsk to Irkutsk; the Trans-Siberian Railway (1,000 miles or 600 miles) from the eastern shore of Lake Baikal, along the river Selenge, Uda, and Shilka, crossing the Jablonoi Mountains at Tchita, to the town of Stretokan, on the Shilka; and the Usuri Railway (633 versts, or 283 miles from Vladivostok to the Usuri). Including the Trans-Manchurian, the total length of the Siberian Railway as now agreed upon will be 2,881 versts, or 1,967 miles. The cost of the railway (including rolling-stock) is estimated at 122,000,000 roubles (£18,300,000), which is at the rate of about £2900 per mile.

THE CANADIAN PACIFIC RAILWAY COMPANY offering a special opportunity for those wishing to make a trip round the world on an exceedingly moderate cost. The voyage will be made in the new, armed, cruiser steamships of the company, subsidised by the Government of the United Kingdom for the mail service between Vancouver and Hong Kong, the first of which start about the middle of January. The vessels are all fitted with electric light, and every modern improvement calculated to contribute to the comfort of passengers. The proposed route is: Vancouver, Colon, to Cairo and the Pyramids; Colombo, by way of the Suez Canal, thus affording an excellent opportunity for any dreamers of voyage round the world. The route will be from Liverpool, Southampton, or Plymouth, calling at Marseilles or Naples, Alexandria, Port Said or Ismailia (with sufficient time allowance to make a visit to Cairo and the Pyramids); Colombo, Penang, Singapore, Hong Kong, Shanghai, Nagasaki, Kobe and Yokohama, Vancouver

A CORRESPONDENT writes:—The construction of the Siberian railway, which was first suggested in 1887, has now been sanctioned. Owing to financial reasons a continuous line of rail is for the present abandoned, but uninterrupted communication with the Pacific is to be established by combination of rail, and waterway, in accordance with the plan proposed by the Russian Ministry of Communication. The route laid down will be formed by the Central Siberian Railway (1,667 versts, or 1,034 miles), from Tomsk over Mariinsk, Atchinsk, Kansk, Nishna-Udinsk to Irkutsk; the Trans-Baikal Railway (1,000 versts, or 630 miles), from Irkutsk to the shore of Lake Baikal, along the river Selenge, Uda, and Shilka, crossing the Jablonoi Mountains at Tchita, to the town of Stretetok, on the Shilka; and the Ussuri Railway (333 versts, or 253 miles) from Vladivostok to the Ussuri. Inclusive of 31 versts (20½ miles) of branch railways, the total length of the line will be 3,967 miles, agreed upon will be 2,881 versts, or 1,967 miles. The cost of the railway (including rolling-stock) is estimated at 122,000,000 roubles (£12,300,000), which is at the rate of about £2000 per mile.

THE Canadian Pacific Railway Company offering a special opportunity for those wishing to make a trip round the world on an exceedingly moderate cost. The voyage will be made in the new armed cruisers steamships of the company, subsidised by the Imperial and Dominion Governments. The first sail will be made on 1st January, and the first return will be made about the middle of January. The vessels are all fitted with electric light, and every modern improvement calculated to contribute to the comfort of passengers. They proceed to their station on the Pacific by way of the Suez Canal, thus affording a shorter route than the old route, and the voyage round the world. The route will be from Liverpool, Southampton, or Plymouth, calling at Marselles—or Naples—Alexandria, Port Said or Ismailia (with sufficient time allowance to make a trip to Cairo and the Pyramids), Colombo, Penang, Singapore, Hong Kong, Shanghai, Yokohama, Kobe, and Japan, and thence by Canadian Pacific Railway to New York, Boston, Montreal, Quebec, Halifax, the passengers having choice of Atlantic steamers from any of these ports to Great Britain. The cost is to be £120 and the tickets are available for twelve months. Such an opportunity, which rarely occurs, and it will no doubt be to the advantage of those intending to travel.

A CORRESPONDENT writes:—The construction of the Siberian railway, which was first suggested in 1887, has now been sanctioned. Owing to financial reasons a continuous line of rail is for the present abandoned, but uninterrupted communication with the Pacific is to be established by combination of railway and waterway. In accordance with the plans prepared by the Russian Ministry of Communication, the route laid down will be formed by the Central Siberian Railway (1,667 versts, 1,034 miles), from Tomsk over Mariinsk, Atchinsk, Kansk, Nihsna-Udinsk to Irkutsk; the Trans-Baikal Railway (1,000 versts, or 600 miles), from the eastern terminus of the Lake Baikal Railway to Solovga, Uda, and Shilka, crossing the Jablonoi Mountains at Tchita, to the town of Stretetok, on the Shilka; and the Ussuri Railway (833 versts, or 253 miles) from Vladivostok to the Ussuri. Inclusive of 31 versts (20½ miles) of branch railways, the total length of the Siberian Railway as now planned is 3,400 versts, or 2,112½ miles. The cost of the railway (including rolling-stock) is estimated at 122,000,000 roubles (£18,300,000), which is at the rate of about £2,400 per mile.

The Canadian Pacific Railway Company is offering a special opportunity for those wishing to make a trip round the world on an exceedingly moderate cost. The voyage will be made in the new armed cruisers steamships of the company, subsidised by the Imperial and Dominion Governments for the mail service between Vancouver and Hong Kong, the first of which started about the middle of September. The vessels are all fitted with electric light, and every modern improvement calculated to contribute to the comfort of passengers. They proceed to their station on the Pacific by way of the Suez Canal, thus affording a very excellent opportunity for any desirous of voyaging round the world. The route will run from Liverpool, Southampton, Plymouth, calling at Marseilles or Naples, Alexandria, Port Said or Ismailia (with sufficient time allowance to make a trip to Cairo and the Pyramids), Colombo, Penang, Singapore, Hong Kong, Shanghai, Nagasaki, Kobe and Yokohama, Vancouver, then by Canadian Pacific Railway to New York, Boston, Montreal, Quebec, and Halifax, the passengers having choice of Atlantic steamers from any of these ports to Great Britain. The cost is to be £12 and the tickets are available for twelve months. Such an opportunity as this rarely occurs, and it will no doubt be taken advantage of by those intending to travel.

A LONDON correspondent writes:—The correspondence in the papers with regard to the exhibition of Mahomet on stage shows that a Moslem society exists in Liverpool. It will probably be thought that the Canadian Pacific Railway Company is the only railway in the world that

A CORRESPONDENT writes:—The construction of the Siberian railway, which was first suggested in 1887, has now been sanctioned. Owing to financial reasons a continuous line of rail is for the present abandoned, but uninterrupted communication with the Pacific is to be established by combination of railway and waterway. In accordance with the plans prepared by the Russian Ministry of Communication, the route laid down will be formed by the Central Siberian Railway (1,667 versts, or 1,034 miles), from Tomsk over Mariinsk, Atchinsk, Kansk, Nishna-Udinsk to Irkutsk; the Trans-Baikal Railway (1,000 versts, or 600 miles), from the eastern terminus of Lake Baikal, along the river Selenge, Uda, and Shilka, crossing the Jablonoi Mountains at Tchita, to the town of Stretotsk, on the Shilka; and the Ussuri Railway (833 versts, or 253 miles) from Vladivostok to the Ussuri. Inclusive of 31 versts (20½ miles) of branch railways, the total length of the Siberian Railway as now agreed upon will be 3,681 versts, or 2,286 miles. The rolling-stock is estimated at 122,000 rail-roubles (£118,300,000), and at the rate of about £2,000 per mile.

THE Canadian Pacific Railway Company offering a special opportunity for those wishing to make a tour round the world on an exceedingly moderate cost. The voyage will be made in the new armed cruise steamships of the company, subsidised by the Imperial and Dominion Governments for the mail service between Vancouver and Hong Kong, the first of which started on the 15th of January. The above is the route, and the Canadian Pacific vessels are all fitted with the most advanced and very modern improvement calculated to contribute to the comfort of passengers. They proceed to their station on the Pacific by way of the Suez Canal, thus affording an excellent opportunity for any desirous of voyage round the world. The route will be from Liverpool, Southampton, or Plymouth, to Suez, Aden, Bombay, Calcutta, Alexandria, Port Said or Ismailia (with sufficient time allowance to make a visit to Cairo and the Pyramids), Colocata, Penang, Singapore, Hong Kong, Shanghai, Nagasaki, Kobe and Yokohama, Vancouver thence by Canadian Pacific Railway to New York, Boston, Montreal, Quebec, Halifax, the passengers having choice of Atlantic steamers from any of these ports to Great Britain. The cost is to be £12 and the tickets are available for twelve months. Such an opportunity as this rarely occurs, and it will no doubt be taken advantage of by those intending to travel.

A LONDON correspondent writes:—The correspondence in the papers with regard to the exhibition of Mahomet on the stage shows that a Moslem society exists in Liverpool. It will probably be thought that the majority of these are Orientals, but this is not the case, for, according to information received from the committee in India, a considerable number of residents in Liverpool have, in fact, embraced Islam. A letter from a lady bearing an unmistakably English name, who is the local secretary of the Liverpool Moslem Society, was lately received by an influential native gentleman in Hyderabad. In this the lady says that

A CORRESPONDENT writes:—The construction of the Siberian railway, which was first suggested in 1887, has now been sanctioned. Owing to financial reasons a continuous line of rail is for the present abandoned, but uninterrupted communication with the Pacific is to be established by combination of railway and waterway. The project is all in the plan prepared by the Russian Ministry of Communication. The route laid down will be formed by the Central Siberian Railway (1,667 versts, or 1,034 miles), from Tomsk over Mariinsk, Atchinsk, Koms, Nihsna-Udinsk to Irkutsk; the Trans-Baikal Railway (1,000 versts, or 600 miles) from the eastern shore of Lake Baikal along the river Angara to Ussuri; and the Trans-Manchurian Railway (333 versts, or 253 miles) from Vladivostok to the Ussuri. Includings 31 versts (20½ miles) of branch railways, the total length of the Siberian Railway as now agreed upon will be 2,881 versts, or 1,968 miles, an exceedingly moderate cost. The rolling-stock is estimated at 1122,000 pairs of wheels (£18,300 miles), which is at the rate of about £3,000 per mile.

THE Canadian Pacific Railway Company offering a special opportunity for those wishing to make a trip round the world on an exceedingly moderate price. The voyage will be made in the new, armed, cruise steamships of the company, subsidised by the Imperial and Dominion Governments for the mail service between Vancouver and Hong Kong, the first of which started about the middle of January. The vessels will be fitted with electric light, and have modern improvement calculated to contribute to the comfort of passengers. They proceed to their station on the Pacific by way of the Suez Canal, thus affording an excellent opportunity for any desirous of voyage round the world. The route will be from Liverpool, Southampton, or Plymouth, calling at Marseilles or Naples, Alexandria, Port Said or Suez, and then sufficient time allowance to make a trip to Cairo and the Pyramids, Colombo, Penang, Singapore, Hong Kong, Shanghai, Nagasaki, Kobe and Yokohama, Vancouver, thence by Canadian Pacific Railway to New York, Boston, Montreal, Quebec, Halifax, the passengers having choice of routes to London, the Atlantic coast, or Great Britain. The cost is to be £12 and the tickets are available for twelve months. Such an opportunity as this rarely occurs, and it will no doubt be taken advantage of by these intending to travel.

A LONDON correspondent writes:—The correspondence in the papers with regard to the exhibition of Mahomet on stage shows that a Moslem society exists at Liverpool. It will probably be thought that the majority of these are Orientals, but this, I believe, is not the case, for, according to information which has been sent of late, some Mohammedans are now residing in Liverpool have, in fact, embraced Christianity. A letter from a lady bearing an unmistakably English name, who is the local secretary of the Liverpool Moslem Society, was lately received by an influential native gentleman in Hyderabad. In this the lady says that lately no less than twenty-five gentlemen and five ladies, all Liverpoolians, have come to be baptised. Her letter also contained a request for assistance in converting the British people, and the leading Moslems of Hyderabad have opened a subscription list for that purpose. A Moslem propaganda in this country, aided by Moslem subscriptions from India, is a novel feature.

A CORRESPONDENT writes:—The construction of the Siberian railway, which was first suggested in 1887, has now been practically effected. Owing to financial reasons a continuous line of rail is for the present abandoned, but uninterrupted communication with the Pacific is to be established by combination of railway and waterway, in accordance with the plans prepared by the Russian Ministry of Communication. The line will consist of the Trans-Siberian Railway (1,667 versts, or 1,034 miles), from Tomsk over Mariinsk, Atchinsk, Kansk, Nishne-Udinsk to Irkutsk; the Trans-Baikal Railway (1,667 versts, or 1,034 miles), from the eastern shore of Lake Baikal, along the river Selenge, Uda, and Shilka, crossing the Jablonoi Mountains at Tchita, to the town of Ureetsk, on the Shilka; and the Ussuri Railway (333 versts, or 253 miles) from Vladivostok to the Ussuri. Inclusive of all versts (20½ miles) of branch railways, the total length of the Siberian Railway as now agreed upon will be 2,881 versts, or 1,967½ miles. The cost of the railway (including rolling-stock) is estimated at 122,000,000 roubles (£16,300,000), which is at the rate of about £2000 per mile.

THE Canadian Pacific Railway Company offering a special opportunity for those wishing to make a trip round the world on an exceedingly moderate cost. The voyage will be made in the new armed cruise steamships of the company, subsidised by the Imperial Government, and will include for the mail service between Vancouver and Hong Kong, the first of which starts about the middle of January. The vessels are all fitted with electric light, and every modern improvement calculated to contribute to the comfort of passengers. They proceed to their station on the Pacific at the far end of the world, thus affording an excellent opportunity for those desiring to voyage round the world. The route will be from Liverpool, Southampton, or Plymouth, calling at Marselles—or Naples—or Alexandria, Port Said or Ismailia (with sufficient time allowance to make a trip to Cairo and the Pyramids), Colombo, Penang, Singapore, Hong Kong, Shanghai, Nagasaki, and Yokohama, Vancouver, thence by the Canadian Pacific Railway to New York, Boston, Montreal, Quebec, Halifax, the passengers having choice of Atlantic steamers from any of these ports to Great Britain. The cost is to be £12 and the tickets are available for twelve months. Such an opportunity as this rarely occurs, and it will no doubt be taken advantage of by those intending to travel.

A LONDON correspondent writes:—The recent correspondence in the papers with regard to the exhibition of Mahomet on a stage shows that a Moslem society exists at Liverpool. It will probably be thought that the majority of these are Orientals, but the belief is not the case, for, according to information which has been sent me to India, a considerable number of residents in Liverpool have, in fact, embraced Islam. A letter from a lady bearing an unmistakably English name, who is the local secretary of the Liverpool Moslem Society, was lately received by an influential native gentleman in Hyderabad. In this the lady says that lately she had seen twenty-five gentlemen and five ladies, all Liverpool, who had become Mohammedans. Her letter contained a request for assistance in converting the British people, and the leading Moslems of Hyderabad have opened a subscription list for that purpose. A Moslem propaganda in this country, aided by Moslem subscriptions from India, is a new missionary enterprise.

Do.	Do.	4 P.M.	68
Do.	Maximum	...	68
Do.	Minimum	over night	64

Mails.

NORDDEUTSCHER LOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA, ANTWERP,
BREMER, HAMBURG,
PORTS IN THE MEDITERRANEAN,
BLACK SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON SUNDAY, the 21st day of Decem-
ber, 1890, at 11 a.m., the Company's
S.S. **SACHSE**, Captain K. V. Giese,
with MAIL, PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at Genoa.

Shipping Orders will be granted till
noon, Cargo will be received on board
until 4 p.m., Specie and Parcels until
3 p.m. on the 20th December. (Parcels
are not to be sent on board; they must be
left at the Agents' Office, Contents and
Value of Packages are required.)

The Steamer has splendid Accommodation
and carries a Doctor and Stewards.

For further particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, November 24, 1890. 2009

**CANADIAN PACIFIC STEAMSHIP
AND RAILWAY COMPANIES.**

PROPOSED SAILINGS FROM HONGKONG, 1890.

(SUBJECT TO ALTERATION.)
ABYSSINIA, SUNDAY, 21st Dec.
PANTHA, TUESDAY, 30th Dec.
BATAVIA, SUNDAY, 25th Jan.

THE Steamship **ABYSSINIA**, Captain
WILLIAMSON, R.N.R., sailing at Noon,
on SUNDAY, the 21st December, will
proceed to VANCOUVER, via INLAND
SEA, KOBE and YOKOHAMA.

RATES OF PASSAGE.

FROM HONGKONG FIRST CLASS.

To Vancouver and Victoria \$210.00

To Port Townsend, Seattle, Tacoma \$213.00

To Portland, Oregon \$220.00

To Winnipeg, Minneapolis, St. Paul \$220.00

To Chicago, Kansas City, Milwaukee \$220.00

To St. Louis, Detroit, Cincinnati \$220.00

To Hamilton, Kingston, London,
(Ont.), Ottawa, Toronto, Montreal,
New York, Albany, Buffalo,
Niagara Falls, Baltimore,
Philadelphia and Washington.

To Quebec, Boston, Portland (Maine) \$295.00

To Halifax, St. Johns \$305.00

To Liverpool \$325.00

To London via Liverpool \$330.00

To Paris and Bremen \$345.00

To Havre and Hamburg \$355.00

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of steamers.

Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials.

Return Tickets.—First and second class
only.—Prepaid return tickets to Pacific
Coast Ports, and to Eastern and Interior
Points of Canada and U.S.A. will be grant-
ed, available for:

6 months at 25 per cent. off Return Fare

3 months at 50 per cent. off Return Fare

(Times to be reckoned from date of landing
to date of re-embarkation at Vancouver)

Passengers to Pacific Coast Ports and to
Interior and Eastern Points of Canada and
U.S.A. not holding prepaid return tickets
but who re-embark within 12 months from
date of landing at Vancouver will be allow-
ed 10 per cent. off the return fare.

Prepaid return tickets to European
Ports will be issued available for 12
months at double fare (Mexican Dollars).

CARGO.—Through Bills of Lading issued
to Japan, Pacific Coast Ports, and to
Canadian and United States Ports.

Consular Invoices of Goods for United
States Ports should be in quadruplicate,
and one copy must be sent forward by the
steamer to the care of D. E. Brown, As-
sistant General Freight and Passenger Agent,
Canadian Pacific Railway Company, Van-
couver, B.C.

Parcels must be sent to our office with
address marked in full by 5 p.m. on the
day previous to sailing.

For further information as to Passage
and Freight, apply to
ADAMSON, GELL & Co.,
Agents.

Hongkong, December 16, 1890. 1991

NOTICE.

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS POSTES FRANÇAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, ADEN, SUEZ,

PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MAHARAJA, AND PORTS

OF BRAZIL, AND LA PLATA;

ALSO

LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 1st January,

1891, at Noon, the Company's S.S.

DIEMER, Commandant BONNET,

with MAIL, PASSENGERS, SPECIE,

and CARGO, will leave this Port for the

above places.

Cargo and Specie will be registered for

Londres well as for Marseilles, and so-

cepted in transit through Marseilles for the

principal places of Europe.

Shipping Orders will be granted till

noon.

Cargo will be received on board until 4

p.m., Specie and Parcels until 3 p.m. on

the 31st December, 1890. (Parcels are not

to be sent on board; they must be left at

the Agents' Office.)

Contents and value of Packages are re-

quired.

For further particulars, apply at the

Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, December 18, 1890. 2132

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.
THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA AND SAN
FRANCISCO.

THE U. S. Mail Steamship **CITY OF**
SEATTLE will be de-
parted for SAN FRANCISCO, via
YOKOHAMA, on TUESDAY, the 30th
December, at 1 p.m., taking Passengers and
Freight to Japan, the United States, and
Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
European Ports, to Havanna, Trinidad,
Central and South America, by the Com-
pany's and connecting Steamers.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.
First-class fares granted as follows:—
To San Francisco \$225.00
To San Francisco and return 393.75
To Liverpool 335.00
To London 332.00

To other European ports at proportion-
ately reduced rates granted by the
Officers of the Army, Navy, Civil Service
and the Imperial Customs, to be
obtained on application.

Passengers by this Line have the option
of proceeding Overland by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Passengers, who have paid full fare,
returning at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Cargo will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
3 p.m., same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
intended to be sent to San Francisco,
at the United States, should be sent to the
Company's Office in San Francisco, or
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agents of the
Company, No. 59, Queen's Road Central.

G. D. HARMAN,
Agent.

Hongkong, December 6, 1890. 2100

'CHINA REVIEW'

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VOLS. IV. TO XVI.

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Closing Quotations.

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, ISMAILIA, PORT SAID,
MALTA, GIBRALTAR, MARSEILLES,
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ALSO,
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AND AUSTRALIA.

With Cargo can be taken on through Bills
of Lading for BATAVIA, PERSIAN
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SPECIAL ONLY LANDED AT PLYMOUTH.
THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
THAMES, Captain W. A. SARGENT, with
Her Majesty's Mails, will be despatched
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and SUEZ CANAL, on THURSDAY, the
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Cargo will be received on board until 4
p.m. Parcels and Specie (Gold) at the Office
until 4 p.m. on the day before sailing.

Silk and Valuable Goods for Europe will be
transhipped at Colombo; General Cargo for
London will be conveyed via Bombay
without transhipment, arriving one week
later than by the ordinary direct route via
Colombo. This will be sent either via
Bombay or Colombo according to arrange-
ment.

For further Particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR & ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Book Bills of Lading.

Passengers desirous of insuring their bag-
gage can do so on application at the Com-
pany's Office.

This Steamer takes Cargo and Passengers
for MARSEILLES.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office, Hongkong,
December 15, 1890. 2156

NEW READY.

VOLUNTEERS AND THE DEFENCE

OF HONGKONG.

A SKETCH.

Price, 50 CENTS.

To be had at MESSRS. LANE, CRANFORD
& CO.; MESSRS. KELLY & WAUGH;
and MESSRS. W. BARNES & CO.

August 14, 1889. 1528

Merchant Vessels in Hongkong Harbour.

Exclusives of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at
Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the
Harbour B.

Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to the Police Station.
6. From Police Station to the Naval Yard.
Section.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to First Point.
9. From First Point to North Point.
10. Kowloon Wharves.
11. Kowloon Wharves.

Vessel's Name.	Flag and Rig.	Tonnage.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Commons						
Abyssinia	Brit. str.	2346	Dec. 4	Adamson, Bell & Co.	Vancouver	21st inst.
Achilles	Brit. str.	1482	Dec. 16	Butterfield & Swire	London, &c.	To-day
Ajax	Brit. str.	1600	Dec. 16	Butterfield & Swire		
Benelmont	Brit. str.	1752	Dec. 16	Gibb, Livingston & Co.		
Brindisi	Brit. str.	2129	Dec. 18	P. & O. S. N. Co.		
Changhae	Brit. str.	1346	Dec. 18	Butterfield & Swire		
Chang Hock Kian	Brit. str.	936	Aug. 20	Bun Hin Chan		K'loon Do
Clara	Ger. str.	674	Dec. 14	R. Marly		
Comopolis	Ger. str.	661	Dec. 18	Waller & Co.	Touran	
Diamond	Brit. str.	614	Dec. 18	Russell & Co.	Manila	To-day
Fidèle	Ger. str.	852	Dec. 15	Melchers & Co.		
Haphong	Fch. str.	874	Dec. 17	Messageries Maritimes	Haiphong	
Haitan	Brit. str.	1182	Dec. 17	Douglas Steamship Co.		
Kumamoto Maru	Japan. str.	1240	Dec. 7	Geo. R. Stevens & Co.		
Lord Bangor	Brit. str.	1911	Nov. 30			
Memnon	Brit. str.	825	Dec. 17	Butterfield & Swire	Sandakan	To-day
Memnon	Brit. str.	1237	Dec. 18	Russell & Co.	Sydney, &c.	22nd inst.
Meru	Ger. str.	650	Dec. 16	Ed. Schellhaus & Co.	Saigon	
Mogul	Brit. str.	1327	Dec. 17	Adamson, Bell & Co.		
Norden	Ger. str.	1368	Dec. 18	Mitau Bini		
Palamed	Brit. str.	1489	Dec. 15	Butterfield & Swire		
Pantha	Brit. str.	2035	Dec. 19	Adamson, Bell & Co.	Vancouver, &c.	
Pembroke	Brit. str.	1717	Nov. 18	Adamson, Bell & Co.		
Phra Chula Chom Klao	Brit. str.	1011	Nov. 28	Yun Fat Hong		
Piccola	Ger. str.	875	Nov. 23	Melchers & Co.		
Pilot Fish	Brit. tug.	181	Dec. 1	H. K. & W. Dock Co.		
Someth Phra Nang.	Brit. str.	1687	Dec. 18	Yun Fat Hong		
Tuhan	Brit. str.	1884	Dec. 16	P. & O. S. N. Co.		
Thales	Brit. str.	819	Dec. 3	Douglas Steamship Co.	Swatow	
Tuan An	Chi. str.	380	Dec. 11	Chinese		
Tongshau	Chi. str.	1111	Nov. 24	Kin Yoo Lung		
Wingau	Brit. str.	1517	Dec. 16	Jardine, Matheson & Co.	Singapore	To-morrow